

FOR THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The China Mail.

ESTABLISHED FEBRUARY 1842.

No. 11,258.

號九十月三年九十九百八千一英

HONGKONG, WEDNESDAY, MARCH 29, 1899.

日八十月二年亥己

Price, \$2.50 PER MONTH.

Business Notices.

'LET 'EM ALL COME!!'
AND BUY MARRIOTT CYCLES
AT
BAILEY'S ENGINEERING AGENCY.

ONE COIL of 4957 feet of 4 $\frac{1}{4}$ inch
STEEL WIRE ROPE,
suitable for TRAMWAY, TOWING OR CRANE WORK—NEW.

CEMENTIGHT

IS a secret you will never know, but from ONE TRIAL you may know that
CEMENTIGHT PAINTS AND COLOUR-WASHES

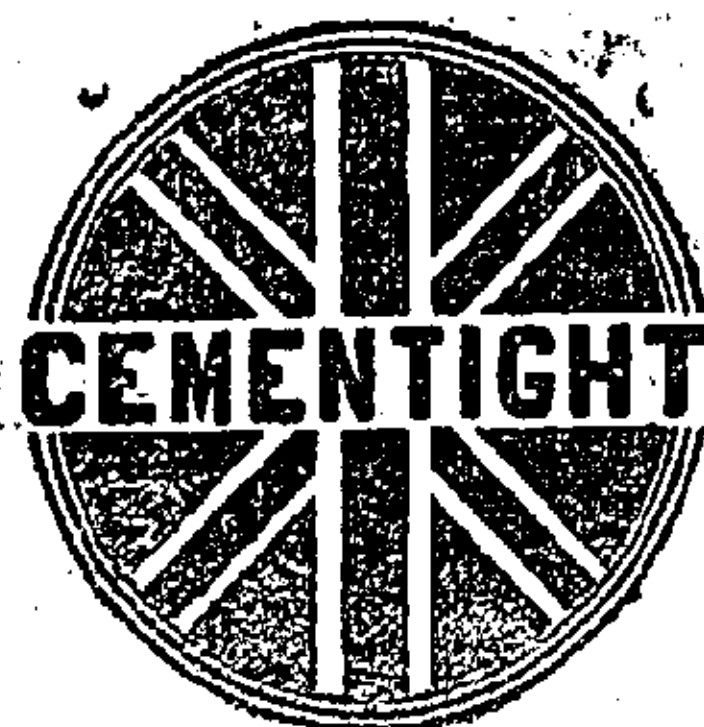
Are by far the best. Visit the Works at 91, Praya East.

SMALL STEAMERS BUILT TO ORDER.

PACKINGS & ASBESTOS GOODS.

STEAM FITTINGS AND PUMPS.

SHIP AND ENGINE-ROOM STORES.



NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE OFFICE of the above COMPANY has THIS DAY been REMOVED to the BUILDING on the NEW PRAYA, S.E. CORNER, 3rd FLOOR.

D. GILLIES,
Chief Manager.

Hongkong, March 25, 1899. 750

THE CHINA AND MANILA STEAMSHIP CO., LTD.

NOTICE.

FRIDAY, 31st March, being GOOD FRIDAY, the Extraordinary General MEETING of the above-named Company called for that Day, is POSTPONED till SATURDAY, 1st April, 1899, at 12 o'clock NOON.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, March 27, 1899. 750

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE Annual General MEETING of the MEMBERS of the Hongkong General Chamber of Commerce will be held on WEDNESDAY, the 5th April, at 3 o'clock P.M., at the Rooms of the Chamber, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ending 31st December, 1898.

R. CHATTERTON WILCOX,
Secretary.

Hongkong, March 28, 1899. 750

THE PUNJON MINING COMPANY, LIMITED.

DURING My Absence from the Colony Mr. WILLIAM HENRY GASKILL will be in CHARGE of the Business of the above Company as Acting Secretary. By Order of the Board of Directors, JAMES B. DUNCAN, Secretary.

Hongkong, March 28, 1899. 750

THE HONGKONG HOTEL COMPANY, LIMITED.

Issue of 3,121 Shares of \$50 each, fully paid up.

THE Directors are prepared to receive offers for the above SHARES, which remain unissued.

Applicants should state the Price per SHARE, including premium, they are willing to pay, but no SHARE will be allotted for less than SEVENTY-FIVE DOLLARS (\$75.00) per SHARE. Preference will be given in the Allotment to those Persons who on the 15th April, 1899, are Registered as Shareholders.

The Directors do not bind themselves to accept the highest or any offer. Forms of Application (as under) can be obtained at the COMPANY'S OFFICE or from the HONGKONG AND SHANGHAI BANKING CORPORATION.

The Applications must be sent in to the Undersigned not later than 5 o'clock P.M., on SATURDAY, the 15th April, 1899.

C. MOONEY,
Secretary.

Hongkong, 27th March, 1899.

FORM OF APPLICATION.

THE HONGKONG HOTEL COMPANY, LIMITED.

Issue of 3,121 Shares of \$50 each, fully paid up.

To the Directors of

THE HONGKONG HOTEL COMPANY, LIMITED.

In pursuance of and upon the terms mentioned in the Notice dated 27th March, 1899, I beg to apply for..... or any less number that you may allot to me of the above mentioned Shares, for which I am willing to pay a premium of \$..... per Share, and I will pay the Sum of \$50 per Share and the premium for or in respect of every Share Allotted, to the HONGKONG AND SHANGHAI BANKING CORPORATION not later than the 30th April, 1899.

(Name).....

(Address).....

(Date).....

Hongkong, 27th March, 1899. 770

THE HONGKONG HOTEL

A FIRST-CLASS HOTEL, THOROUGHLY EQUIPPED IN ALL DEPARTMENTS.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCING APERIENT.

PURE VOLATILE

EUCALYPTUS OIL

SPECIALLY REFINED.

AROMATIC

QUININE AND IRON TONIC

Enriches the Blood, Strengthens the System, and imparts tone and energy to the Digestive Organs.

THE VICTORIA DISPENSARY.

1959

ALHAMBRA FACTORY,

MANILA CIGARS.

THE DUC DE MONTEBELLO

CHAMPAGNE.

HARVEY'S ROYAL TAWNY PORT.

Hongkong Agent—**W. HUTTON POTTS,**

OFFICE: DAIRY FARM BUILDING, Below General.

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR STRAITS. CAPTAIN. DATE.

SHANGHAI.....Balaorai.....C. L. W. FAUL.....About 31st March.

LONDON.....Chuan.....E. STREET.....Noon, 1st April.

YOKOHAMA.....Rosetta.....C. H. WATKINS, R.N.R.....4 p.m., 1st April.

LONDON.....Fornosa.....A. G. CURRIE, R.N.R.....About 5th April.

SHANGHAI.....N'SAKI.....J. COWLEY, R.N.R.....About 6th April.

YOKOHAMA.....KORE & YMA.....W. H. HAUGHTON, R.N.R.....About 10th April.

* See Special Advertisement. † For Freight (only).

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 24, 1899. 742

Burgundies.

1 doz. 2 doz. Bottles. Bottles.

BEAUNE.....\$19.00 \$38.00

VOLNA.....23.00

POUMARD.....27.00

CHAMBERTIN.....34.00

SPARKLING RED.....26.00 28.00

Do. WHITE.....26.00 28.00

Hocks and Moselles.

1 doz. 2 doz. Bottles. Bottles.

LAUBENHEIMER.....\$11.00 \$22.00

GRACIER.....12.00 14.00

NIRSTEINER.....13.00 15.00

LIEBFRUMILCH.....18.00

CALIFORNIA RIESLING.....6.00 7.00

Do. HOCK.....6.00 7.00

White Wines.

1 doz. 2 doz. Bottles. Bottles.

GRAVES.....\$7.00 \$14.00

Do. Superior.....9.00 10.00

SAUTERNE.....7.00 8.00

Do. Superior.....9.00 10.00

Do. HAUT.....11.00 13.00

H. PRICE & Co.,

12, QUEEN'S ROAD. 401

W. POWELL & Co.

EX. S. S. SHANGHAI,

NEW STOCK OF LADIES'

TRIMMED AND UNTRIMMED MILLINERY,

NEW FLOWERS, FEATHERS,

LAZES, RIBBONS, Etc., Etc.

BUSINESS NOTICES.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—PRAYA.



BELL'S ASBESTOS PACKINGS

ARE THE BEST.

BELL'S BOILER COMPOSITION

IS THE BEST.

BELL'S ENGINE OIL

IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,

MANAGERS.

SHOOTING SUNDRIES

FOR LEE METFORD RIFLES.

'DARNLEY' SHOOTING BAGS

WOOD-COVERED STEEL CLEANING RODS

BARREL CLEANERS,

WOOL SPONGES

DEAD BLACK for SIGHTS

CORDITE CLEANSER.

Removes all fouling from Cordite and Prevents Corrosion of the Barrel.

LANE, CRAWFORD & Co.

WILKINSON, HEYWOOD & CLARK, LTD.,

(PROPRIETORS OF DAVID STORER & SONS),

LONDON—LIVERPOOL—PARIS.

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS

BELL BRAND

PAINTS

OF ALL COLORS,

WHITE LEAD,

WHITE ZINC,

RED LEAD,

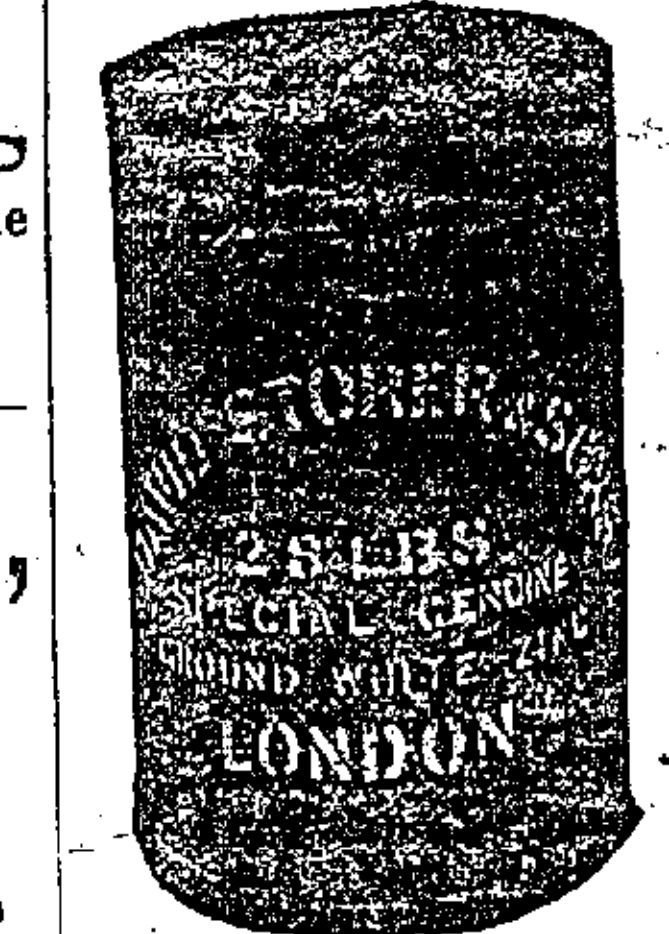
TURPENTINE,

COPAL VARNISH,

AND

PALE BOILED

LINSEED OIL.

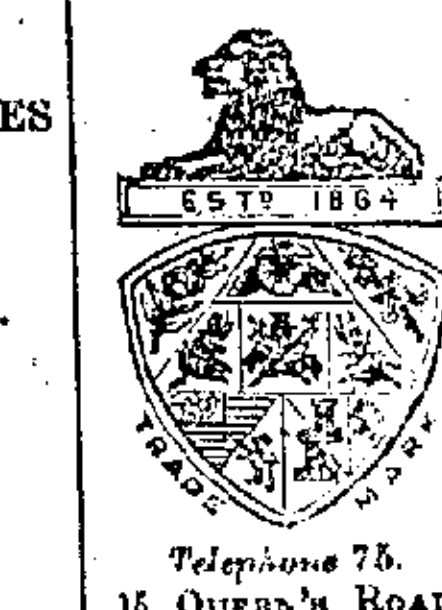


It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(All Kops Bear a Green St. Andrew's Cross.) 516



AQUARIUS.

"A PERFECT TABLE WATER."

"It is gratifying in these days of Typhoid to come across a REALLY PURE and PALATABLE TABLE WATER. AQUARIUS is SUCH; we have tried it ourselves and found it admirable."—Sporting Times, London.

Caldbeck, Macgregor & Co.,

AGENTS, AQUARIUS COMPANY. 532

Telephone 75, 15, QUEEN'S ROAD.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

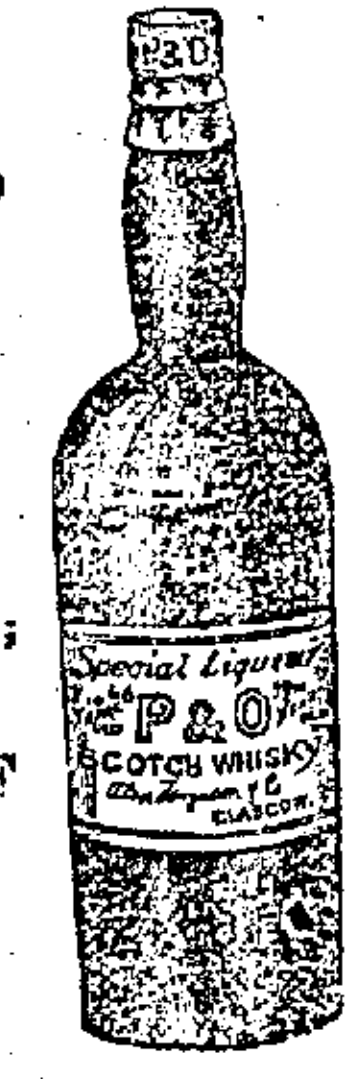
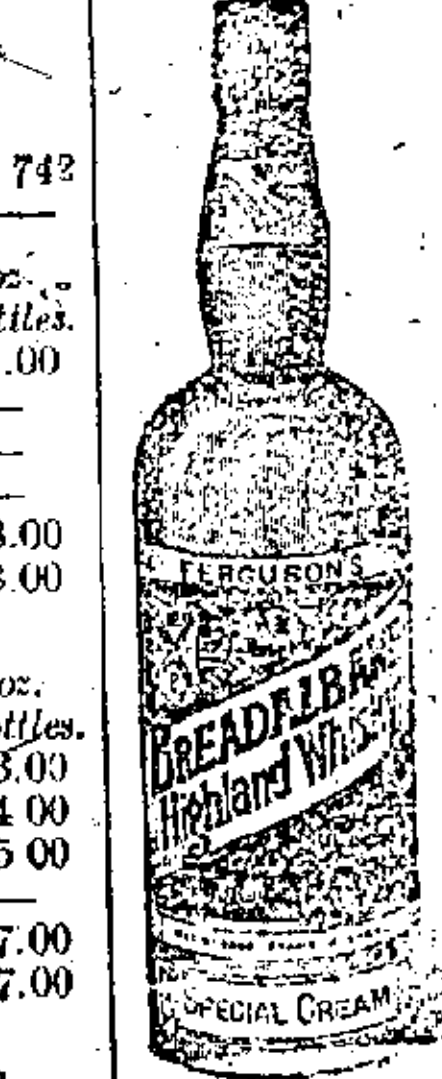
THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.



149

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY

STATION, 135 1/2 feet above Sea Level.

CRAIGIEBURN is Situated at PLUNKETT'S GAP, five minutes' walk from the

PEAK HOTEL.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze

in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

2 City Office 7, DUNDRELL STREET. Geo. J. Casanova, Manager. 676

Business Notices.

"LET 'EM ALL COME."

SPECIAL EASTER OFFER

BON-BONS AND CHOCOLATES

AT COST PRICE.

WATKINS & Co.

GREEN ISLAND CEMENT CO.,

LIMITED.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING,

BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,

&c., &c.

For Prices and further particulars, apply to

SHEWAN, TOMES & Co., General Managers.

2298

COTTAM & Co.,

FOR

HATS,

SCARVES, COLLARS, SHIRTS, Etc.,

BOOTS & SHOES.

409

PURE—NOURISHING.

ESBENSEN'S BUTTER

In TINS with PATENT OPENERS.

ESBENSEN'S PURE BUTTER

To be obtained at all Stores.

DO NOT BE PUT OFF WITH ANY OTHER.

LANE, CRAWFORD & Co.'s

SELECTED LIST OF

PIANOS,

SPECIALLY BUILT FOR TROPICAL CLIMATES.

Second Hand Pianos at Cheap Rates.

MONTHLY PAYMENTS ACCEPTED.

PIANOS EXCHANGED. 641

OLIVERS FREEHOLD MINES, LTD.

NOTICE is hereby given that in Accordance with Article IX. Paragraph 3 of the Articles of Association of the Company, the following B SHARES have been

forfeited:—

Nos. 20,161-20,180. 21,381-21,480.

22,641-22,650. 22,731-22,732.

22,733-22,737. 22,992-22,992.

35,004-35,403. 38,345-38,344.

38,345-38,344. 39,349-39,349.

39,349-39,349. 42,384-42,483.

47,322-48,021. 50,273-50,285.

55,018-55,042. 55,043-55,073.

55,463. 58,444-58,483.

JOHN D. HUMPHREYS & SON,

General Managers. 760

Hongkong, March 25, 1899.

CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

THE OFFICES of the COMPANY have

been REMOVED to QUEEN'S BUILD-

INGS, PRAYA.

W. H. RAY,

Secretary. 767

Hongkong, March 25, 1899.

DENTISTRY.

SUI SANG,

(Late Practising with Dr. I. SAKATA)

DENTIST.

No. 4, Queen's Road Central.

Hongkong, January 1, 1899. 3

NOTICE.

A Special SESSIONS of Her Majesty's

PARSONS and Cabin Pianos are invaluable and very strong.—Robinson Piano Co.

COOPER'S CASE—JUDGMENT REVERSED.

(Special Telegram from Our Own Correspondent.)

SHANGHAI, 5.38 p.m.

The decision in the matter of A. S. Watson & Co. v. Cooper, recently given by Consul Gardner, Amoy, has been reversed. The injunction restraining Cooper from entering employment competing against Watson & Co. is now dissolved.

The Sanitary Board meets tomorrow afternoon. The business is purely formal.

To-morrow night will be the last performance of Warren's Circus in the Colony. The performance is to be under the patronage of H.E. Sir Henry Blake and H.E. Major-General Gascoigne, C.M.G., and officers. A special programme has been arranged. Mr. Will. Marlow, of H.M.S. *Narcissa*, is to render his inimitable comic specialties.

We are requested to state that Registered correspondence by British, French, American and Canadian contract packets will be received at the General Post Office up to one hour before the time of closing the ordinary mail by such packets; but letters may be registered up to 15 minutes before the time of closing the ordinary mail on payment of a late fee of ten cents.

The parcel post for Europe will close at 5 p.m. on Thursday, the Post Office will be closed except from 8 to 9 a.m., but if the English mail arrives the Office will be open for delivery for one hour. On Saturday, the 1st April, the Post Office will be closed at 11.30 a.m. On Easter Monday, the 3rd April, the Post Office will be closed except from 8 to 9 a.m. Letters for Hongkong, Peking and Kowloon may be posted up to 9 a.m. on the 31st inst., and the 3rd April, and up to 11.30 a.m. on 1st April. The night box will be left open. The money order office will be closed at 5 p.m. on Thursday, the 30th inst., and will be entirely closed on the 31st inst. and the 1st and 3rd April.

On Saturday, a writ was served on W. F. Sylvester, of the firm of Louis Spitzel & Co. of Tientsin, by an Officer of the United States Consulate General, on board the *Messageries Maritimes* steamer *Caledonia*. The writ was in a suit filed with the United States Consular Court at Canton on March 17th, 1899.—E. B. Drew versus W. F. Sylvester. E. B. Drew seeks to recover a sum of 15,000 Taels due under the Bond of the Petitioner from the Defendant, which provided that the American steamer *Alley* should convey direct to the port of Singapore, and to no other place, 500 Mauser rifles and 500,000 Mauser cartridges. On the strength of this bond a Customs permit was granted. The shipment, however, was not landed as agreed in Singapore, but proceeded to the Island of Luzon. The steamer *Alley* was seized on or about the 25th September last, and is at present in the hands of the United States Naval Authorities.

VERRELL AT THE DOCKS.—At Kowloon, Iala de Cuba, Iala de Luzon, Hué Chuan, H.M.S. Redpoll, Dos Hermanos, Henry Failing, Kaipan, Empress of China, Si-sang.

Cosmopolitan.—Don Just de Austria, Phra Chom Klao.

Aberdeen.—Chittagong.

REUTER'S TELEGRAMS.

(Served to the 'China Mail')

THE UITLEANDERS' GRIEVANCES IN THE TRANSVAAL.

A petition to the Queen, signed by 21,000 Uitleanders, has been transmitted through Sir Alfred Milner. The petition declares the position to be intolerable and prays for an enquiry.

The Times asks whether President Kruger will persist in disregarding warnings until too late.

RAILWAYS IN EGYPT.

The Railway to Khartoum has already been laid fifty miles South of Khartoum and will be completed by November.

(Kobe Chronicle.)

WITHDRAWAL OF LEGATION GUARDS AT PEKING.

The British Legation guard left Peking this morning. The Ministers of the Tsungli Yamen called at the Japanese, German, Italian and Austrian Legations yesterday and urged the withdrawal of the guards still retained at these Legations.

ROW IN THE KOREAN COURT.

ANOTHER CHANGE OF MINISTRY.

On Monday Chin Shu-kan, a State Councillor, and Min Hui-kan, the Acting Minister for Home Affairs, had a dispute in regard to the selection of a district headman and nearly came to blows in the presence of the Emperor. The Emperor has ordered Chin Shu-kan to be banished for life and Min Hui-kan for fifteen years. All the Ministers of State have been released from their offices.

DEPARTURE OF KANG YU-WEI.

Kang Yu-wei left for America by the *Idemitsu* to-day. On Monday Kang Yu-wei paid a visit to the British and United States Legations, and had an interview with the Ministers.

SHORTLY USED PIANOS, cheap, to clear for the summer, easy terms, full guarantee.—Robinson Piano Co.

AMERICA AND THE PHILIPPINES.

THE ADVANCE ON MALOLOS.

Stubborn Fighting.

SEVERE AMERICAN LOSSES.

(Special Telegram from Our Special Correspondent.)

MANILA, March 20, 10.43 a.m.

Since Saturday, the Americans have cleared the country from Marikina to Marikina, a distance of twenty miles.

The advance on Malolos continues. The Americans are having some very hard fighting, the insurgents showing a stubborn resistance.

The American losses number 81 killed and 230 wounded. The insurgent losses are severe.

It is expected that a strong resistance will be offered at Malolos.

The insurgents destroy the railway as they retreat.

A dynamite bomb thrown into the Commissariat Depot at Binondo did no damage.

THE ISLAND OF NEGROS.

Historical and Industrial Sketch.

PROSPECTS.

(From Our Special Correspondent with the U. S. Army.)

BACOLOD, March 9.

The island of Negros is one of the richest and most beautiful of the Philippine group. Its equable temperature makes it one of the most desirable for European residents, and under honest administration its productive resources could be rapidly increased. From the sea the prospect ashore is most enchanting. The surf breaks on a snow-white strand. Rich tropical vegetation fringes the shore. Behind the towns dotted along the foreground, the land rises in a gentle slope as far as the eye can reach; and the picture is closed in by the volcanic cordillera that forms the backbone of this charming island. Set like an emerald gem in the sun-warmed sea. Peace and contentment rest upon the island of Negros, where the gentle, peaceably-disposed natives, with the assistance of a colonel of the United States Volunteer Army, are quietly and calmly evolving a workable constitution for the future administration of its affairs.

Like most of the Philippine Islands, Negros is a product of prehistoric volcanic activity. Its highest peak is the volcano of Cuadron, which reaches an altitude of 8300 feet, but looks much higher because of the abruptness with which it stands out from its surroundings. At night the glow from the crater is visible distinctly from Iloilo, and at times the flame and smoke and red-hot lava belches forth from its capacious crater. The lowlands are formed of rich alluvial, naturally fertile and easily cultivated. Its products are sugar, hemp, tobacco, maize, coffee, and rice. Sugar is the principal product. The growth of this staple is almost entirely in the hands of rich native planters, but several foreigners have extensive estates and others will doubtless be attracted to the island after its affairs are placed on a satisfactory working basis. In 1890, the island exported 800 tons of sugar; in 1897, the statistics had reached 200,000 tons, and a Scotsman familiar with the Philippines confidently asserts that with rapid means of communication the yield could be increased fourfold. Rice is not grown in sufficient quantities to supply the needs of the native population, and maize is grown only on the east coast to any great extent. Cocoanuts are plentiful, but the output of copra, strangely enough, does not bulk largely in the official statistics. Plantains, mangoes and pine-apples are the principal fruits.

The population is estimated at 500,000, but travellers state that the island is sparsely populated in proportion to its superficial area. Small towns are numerous along the seaboard. Unfortunately, the long shelving shore and the absence of big rivers prevent the easy shipment of cargo. Occasionally, small steamers coast round the island, filling up with sugar in exchange for rice, but speaking generally it may be said that the produce is shipped by light-draught launches to Iloilo and there transhipped into ocean-going carriers. Sily is the most important town for the export of sugar, and Dumanoguete for hemp; but the principal town in the island and the seat of the Government is the clean little town of Bacolod, where the U.S. troops landed on the 4th inst. Ports might be established at Danau in the north, San Carlos in central Negros and Bais in the south. Like all Malays, the people are lazy, and it will be impossible to develop the trade of the island unless Chinese labour is introduced. So long as they can get their fish and rice—and the seas literally swarm with piscatorial delicacies—the natives are averse to continuous labour on the plantations. One of their choice dishes is a species of worm obtained from the stem of the man grove.

Under Spanish rule, there was perhaps but little incentive to personal exertion. The net of the tax collector was a big one; its meshes were small, and few escaped it. I do not know what were the conditions elsewhere, but when I say that the official guide-book for the taxation of Negros contained a hundred closely-printed pages, it may be readily understood that taxation of the natives had been reduced by the Spaniards to a fine art, and on all sides I have heard complaints of the abuses of the official system and the tendency to exact illegal imposts. In the guide-book, the regulation of the 'Impuesto Provincial' is

'Personal' occupy forty-eight pages; the 'Impuesto de Cédulas Personales' fifty pages. Every individual, male and female over sixteen years of age was taxed, and there was also a house tax of 5 per cent on all substantial buildings, nipa huts excepted. Appended is an interesting scale of taxation, the inhabitants of the islands being divided into ten classes:—

	Personal.	Industrial.
1st Class	\$20	\$400
2nd "	10	200
3rd "	5	100
4th "	3	50
5th "	2	25
6th "	1.50	12 to 12
7th "	1	8 to 12
8th "	.75	8 to 12
9th "	.50	8 to 12
10th "	.25	8 to 12

The tenth class was composed of priests and soldiers.

It is no exaggeration to say that the island was ruled by the priesthood. The civil officials at Bacolod, where the Government work was focussed, did not number more than a score. All the details of the work were carried on by the native employees, which led to grave irregularities, and as the Spaniards were badly paid they overlooked the population of their underlings, while they themselves augmented their salaries from illegitimate sources. In the districts, the priests performed many of the governmental functions. They shared in the plundering, and in other ways abused their power. Regularly misappropriated the *quintines* or road tax, and judging from the condition of the roads I have seen in Negros I would say his example has been followed by his brethren and the civil officials. The fact that the police was kept by a handful of Spanish soldiers and a few hundreds of native auxiliaries is sufficient indication of the peaceable nature of the native population. The *Quintin* Civil has been re-employed by the American authorities for the maintenance of law and order throughout the island. Their arms have been returned to the armoury, and Springfield rifles served out to them. Under the American regime the scale of pay of the 200 officers and men in the Bacolod district will be:—Captain, \$95; 1st Lieutenant, \$75; 2nd Lieutenant, \$60; 1st Sergeant, \$20; Duty Sergeants, \$18; Corporal, \$12; Soldier, 1st Class, \$9; 2nd Class, \$8. All figures are quoted in Mexican dollars. Special rations will be served out, and barracks accommodation provided.

The rate of pay is slightly under the rate allowed by the Spanish authorities, but as they were sometimes not paid or had heavy deductions made from their wages, the native auxiliaries are likely to be more content with their new masters. Under the new Government, justice will be administered in the provinces by native judges, acting with the same powers as the local justices of the peace in the United States; but they will be subject to supervision from the American authorities, by whom all cases of serious crime will be dealt with.

The basis of the new taxation has not been decided upon as yet. The original idea was to impose a land tax, an arrangement that commends itself to the foreigners who have resided upon the island, but the natives strangely enough favor an export tax. Customs imposts will be collected at Iloilo in the meantime.

Gambling is as absorbing a vice in the Philippines as it is in China. Monte is the popular card game in Negros. *Han-tai*, a sort of pitch and toss, is also played. But cock-fighting is the pastime that appeals most to the native mind. Large sums of money change hands over the performances of favorite birds.

The Spanish officials did nothing to encourage education among the natives, but I found a large section of well-educated young men, and several planters have sent their families to Hongkong, London and Paris to obtain the advantages of European education. President Lacson was educated at Madrid University. He studied agriculture, engineering and surveying, and has acquired a large fund of useful information from his travels abroad. His daughters were educated in Paris. It is said that the percentage of those who can read and write is higher among the natives than it is in Spain. Private teachers were brought to Negros from Manila, but the priests discouraged this extraneous assistance, 'because,' as one native informant told me, 'they were afraid of losing their influence over the people.' The same young man told me that there were between sixty and seventy Spanish priests on the island prior to the rising in November last, and that in the town of Bacolod there were no less than thirty-nine priests among the prisoners.

Not only the natives but the foreigners who have lived on the island complain of the misconduct of the priests. Their behaviour was very lax, particularly in respect of their vows of chastity. Many of these Spanish priests kept native women by whom they had large families. By their indecent conduct towards the wives and daughters of the natives, rich and poor alike, the Spanish officials and priests who abused their power and position embittered the people against them, and under the circumstances one cannot help admiring the moderation and self-restraint of the natives when the force of circumstances put the power into their hands.

'Do you know of any Spanish official who distinguished himself for good works?' I asked one prominent native in the town of Bacolod.

He smiled. His reply was: 'Well, you see the town. Do you see any sign yourself of any public improvements effected by them? The only monument they have left behind here is the church and the unfinished convent, and that was built with our money.' And yet Bacolod is the best ordered of all the towns in Negros!

The native is obviously not devoid of a sense of humour. It is little cause for wonder that, when they shipped off their prisoners to Manila in January, they told the Spaniards not to come back.

The flora of Negros is very rich—a mine of wealth to the scientific student. The forests are illimitable, and yet there is a perpetual lumber famine in large business centres of the Far East. Of the hard woods, those of the greatest commercial value are *malabac* (or *guge*, as the natives call it)—a resinous, light-coloured wood; *ipil* and *balayan*, the latter of which is a richly-colored wood suitable for furniture making. All of these three woods are importations to the white man, the pest of the East. *Acacia* flourish in great variety. A zoologist would say that the fauna is limited, but those who have travelled much in the interior assure me that the richness of the island in this respect is unknown to the scientists. Wild bears, wild buffaloes, wild cats, deer (large and small), monkeys, *mangroves*, ferrets, rodents in many species abound. There is one very beautiful variety of the spotted leopard cat—*felis bengalensis*. Alligators infest the rivers, carrying off large numbers of natives every year, especially in the north. There are several kinds of *iguana*, one edible. Snakes are numerous, some very large, and there is one beautiful green colour, non-poisonous. The lizard family is largely represented, from the chameleon to the common house lizard. Ornithological students find Negros an interesting field for observation and collection. Some of the birds possess very pretty plumage, but there are few singing birds. Birds of prey are plentiful, from the eagle down to a small hawk no bigger than a blackbird. The common varieties of fish caught off the coast are sprats, sardines, mullet and a sort of spurling or whitefish.

The natives suffer from smallpox, a climatic fever and ague, beri-beri, and other tropical complaints; but on the whole they are a healthy, cleanly race. Outside the pale, there are two native races—the Negritos and the Montenos (or mountaineers). Both are peaceable, and give no trouble to the lowlanders. They hunt with bow and spear.

In physiognomy, the Montenos are more like the British Indian with long dark hair than the Malay; the Negritos are very dark, small featured, with fuzzy hair.

No serious resistance was made by the Spaniards when the natives rose on the 9th of November. Information was sent over from Iloilo that the Spaniards intended to call in the assistance of the garrison at Negros to resist the attack upon Iloilo, and instructions were given to prevent the garrison from leaving Negros. Fights took place on the plantation of President Lacson to the north of Bacolod and at the town of Jimamay to the south. Only two or three Spaniards were killed, and a few wounded, including an officer. The Governor capitulated on condition that the lives of himself and his men would be spared.

The prisoners were allowed liberty on parole, and were afterwards sent to Manila. On the western side of the island the country was divided into two zones, Mr. Lacson acting as leader in the north and Mr. Areneta as leader in the south. On the other side of the island, Mr. Diego de la Uña, a rich planter, was the leader. Mr. Areneta and Mr. Raphael Ramos, previous to this, had been imprisoned on a false charge of being filibusters. Originally, the movement was in conjunction with the insurrection of Panay, but the destruction of Iloilo, in which a brother of President Lacson lost heavily, convinced the people of Negros that peace has its triumphs as great as war, and decided wisely to have no part in a revolution that involved loss to the inhabitants of the country. I am sorry to hear that President Lacson, who is not in good health, is desirous of resigning his position on the plea that his business requires his undivided attention. It would be a cause for regret if this intelligent, public-spirited gentleman were lost to the public service at a time when wise counsel and judicious consideration are so highly essential; but if he persists in his resignation his place will be taken, in all probability, by Mr. Juan Areneta, another liberal-minded planter.

Referring to Lord Charles Bessford the *Spectator* says:—He advocates an alliance of Great Britain, Germany, America, and Japan to guarantee China against all foes, the formation of an army of two hundred thousand Chinese under European officers, and such a reorganization of finance as would throw open her commerce to the world, and allow citizens of the guaranteeing Powers to open mines at will. The Chinese officials are said to be friendly to the plan, which we do not doubt, and all the Anglo-Chinese welcome it with enthusiasm. As it would speedily involve a war with Russia and France, as we have no right, unless we govern China, to place an irresistible weapon in our hands, and the Chinese officials are said to be friendly to the plan, which we do not doubt, and all the Anglo-Chinese welcome it with enthusiasm. 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商社(株)

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Sutong* having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Tuesday, the 28th inst., at 4 p.m., will be landed at Consignees' risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, March 27, 1899. 708

STEAMSHIP *ERNEST SIMONS*,
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from London, by the *Ernest Simons*, in connection with the above Steamship, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m., To-Day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undischarged after Tuesday, the 4th April, at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the TUESDAY, the 4th April, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 4th April, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, March 23, 1899. 781

NOTICES TO CONSIGNEES.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE N. D. L. S. S. *Hamburg*, Captain *Pratt*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-Day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 1st April, will be subject to rent.

All broken, Chafed, and Damaged Goods are to be sent in to the Godowns, where they will be examined on the 1st April, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.
Hongkong, March 23, 1899. 708

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *Olympia*,
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, March 23, 1899. 720

Intimations.

JUST OPENED.

ASSORTED VINOLIA SOAPS,
VINOLIA DENTIFRICE,
VINOLIA TOOTH SOAP,
VINOLIA VIOLET POWDER.

ASPIRIN'S EXTRACT,
Black, Blue, Green and White.
Burns' Assorted Jams.

H. RUTTONJEE,
13 and 15, D'Agular Street, Hongkong,
and
21 and 23, Elgin Road, Kowloon.
Hongkong, March 6, 1899. 501

FUJIYAMA & Co.

DEALERS in all kinds of JAPANESE CURIOS, and THINGS JAPANESE.

AT MODERATE PRICES.

No. 9, D'Agular Street.

Head Office, No. 82, Sannomiyacho, 1 Chome, Kobe, Japan.

Hongkong, January 6, 1899. 82

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

Half hour . . . 0.10 (Three hours . . . 0.50)

One hour . . . 0.20 (Six hours . . . 0.70)

Day (6 a.m. to 6 p.m.) . . . 1.00

If the trip is extended beyond Victoria half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . . 0.60 (Six hours . . . 1.50)

Three hours . . . 1.00 (Day (6 to 6) . . . 2.00)

Travellers.

(With single driver).

Quarter hour . . . 0.05 (Hour . . . 0.10)

Half hour . . . 0.10 (Three hours . . . 0.30)

One hour . . . 0.20 (Six hours . . . 0.50)

Day (6 a.m. to 6 p.m.) . . . 0.80

If the trip is extended beyond Victoria half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . . 0.60 (Six hours . . . 1.50)

Three hours . . . 1.00 (Day (6 to 6) . . . 2.00)

Travellers.

(With single driver).

Quarter hour . . . 0.05 (Hour . . . 0.10)

Half hour . . . 0.10 (Three hours . . . 0.30)

One hour . . . 0.20 (Six hours . . . 0.50)

Day (6 a.m. to 6 p.m.) . . . 0.80

If the trip is extended beyond Victoria half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . . 0.60 (Six hours . . . 1.50)

Three hours . . . 1.00 (Day (6 to 6) . . . 2.00)

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(With single driver).

RELATIVE EFFICIENCY OF THE GREAT NAVY.

The following interesting article appears in the *Shipping World* for February 8:—

It is well not to put too much faith in newspaper reports or platform utterances regarding naval strength. As an instance of their unreliability it may be stated that shortly before the outbreak of the Spanish-American war the *Daily Telegraph* said Spain had 133 ships 'now ready for action'. As a matter of fact, Spain had not one single ship which could honestly be said to be ready for action at the outbreak of the war.

Nor should we, in estimating the relative fighting strength of two rival ships, or fleets depend upon mere numerical statements. Two ships may have the same tonnage, the same speed, the same number and size of guns, and the same thickness of armour, and yet as mere fighting machines the one ship may be 50 per cent. more valuable than the other. Without entering upon a lot of dry technicalities regarding the question of size and speed, let us compare the French battleship *Jena*, now completing, and therefore presumably embracing all the latest French ship designing talent, and the British battleship *Conqueror*, one of the best class of the French ship design, which displaces 12,000 tons, and is to travel at 18 knots with an expenditure of 15,000 horse-power. The British ship displaces 12,950 tons, and goes 18½ knots with only 13,500 horse-power. If the ratio of coal consumed be the same in each vessel, then it is evident that the *Jena* has more steam than the *Conqueror* at a quarter-knot greater speed for an expenditure of 15 per cent. less fuel; and to this extent the British ship is, merely as a sea-keeping machine, so much better than the French ship. Now these two ships happen to carry the same number of guns, namely, four 12 in. breech loaders, but while the *Conqueror* has each of her big guns would represent a combined energy equal to 123,000 foot-pounds, a similar discharge from the *Jena* would mean 135,700 foot-pounds—an increase of 12,700 foot-pounds, or more than 10 per cent. gain in 'killing power' per shot fired; and yet, the *Jena*, these ships, each armed with four 12 in. breech loaders, would appear to be of equal gun power. As to the advantages to be gained by the difference in disposition of the same weight of armour, they are of too technical a description to allow of brief description; suffice it to say, that in the following calculations they have been fully taken into account.

In the *Conqueror*, the main battery, which is in disposition of the same weight of armour, they are of too technical a description to allow of brief description; suffice it to say, that in the following calculations they have been fully taken into account.

In comparing the fighting value of the British Navy with the navies of other Powers we should not lose sight of the enhanced value given to it by the thorough homogeneity of the various types or classes of ships composing it. For instance, of the British Navy we have nine *Majestics*, eight *Royals*, seven *Admirals*, six *Companys*, six *Perseidales*, the four *Princes*, and other smaller groups. Of cruisers we have nine *Talbots*, eight *Argonauts*, six *Cressets*, five *Graftons*, four *Arrogants*, four *Cressets*, and two *Powerfuls*. To the strategist and tactician this uniformity of ships, guns, speed, and manœuvring power is well-nigh invaluable. In the navies of Germany, and Russia, on the other hand, there are hardly any two ships alike, our closest imitators in this respect being the Americans, many of whose ships are group built and equipped on the class or group plan.

If we take all the available and serviceable vessels of war built by Great Britain, France, Germany, and Russia, and add to these vessels building by the countries named, we can, by a formula into which enter the factors of tonnage; speed, power required to get that speed; radius of action; guns; their energy and trajectory; armour of ships, and guns; position and quality; age of ship engines, and guns; and torpedo equipment, determine the relative fighting value of each ship in absolute and readily comparable units, which may be termed 'fighting units.' It is then an easy matter to add these up, and so to assign to any two navies, of British or other navies their relative value in 'fighting units'; that is, merely as so many fighting machines, the personal equation, or 'the man behind the gun,' not entering into the calculation at all.

The following brief particulars give the numbers, tonnage, and fighting values of the several groups of ships composing the navies of Great Britain, France, Germany, and Russia:—

BRITISH NAVY.

Battleships.

No. Tons. Fighting Units.

45 First-class . . . 611,470 . . . 24,289

12 Second-class . . . 114,430 . . . 5,726

11 Third-class . . . 78,090 . . . 3,992

68 803,990 33,767

Cruisers.

57 First-class . . . 568,160 . . . 18,342

60 Second-class . . . 260,220 . . . 13,184

43 Third-class . . . 84,120 . . . 7,236

160 910,500 38,824

Ships, heavily armed gunboats, and torpedo craft.

201 Vessels . . . 87,958 . . . 16,624

510 Ships. 1,802,448 Tons. 88,215 Units.

Grand Total.

17 First-class . . . 181,188 . . . 7,644

3 Second-class . . . 26,545 . . . 1,038

20 207,733 8,682

Cruisers.

11 First-class . . . 32,223 . . . 3,473

9 Second-class . . . 45,573 . . . 1,994

20 Third-class . . . 29,908 . . . 3,318

40 161,704 8,785

Gunboats and Torpedo Craft.

181 31,326 7,837

Grand Total.

241 Vessels. 400,923 Tons. 20,344 Units.

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Grand Total.

CHINA NAVY.

Battleships.

No. Tons. Fighting Units.

7 First-class . . . 73,629 . . . 3,940

9 Second-class . . . 45,140 . . . 2,118

1 Third-class . . . 5,200 . . . 902

14 121,869 5,760

Cruisers.

4 First-class . . . 33,789 . . . 918

4 Second-class . . . 23,950 . . . 703

91 Third-class . . . 54,942 . . . 3,128

99 112,681 4,807

Gunboats and Torpedo Craft.

117 18,402 . . . 4,428

Grand Total.

160 Vessels. 289,515 Tons. 15,001 Units.

Grand Total.

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Grand Total.

160 Vessels. 2

